

prepared to meet the unique needs of children. The "Kids in Disasters Well-being, Safety, and Health Act" (H.R. 3495) represents major progress in fixing this unacceptable situation.

The most important role of government is protecting the health and welfare of families. This is a role that the government must not privatize, contract out, or provide only to the wealthy and well connected.

Unfortunately, as we all witnessed after Hurricane Katrina, the government failed miserably to protect the most vulnerable, particularly children. It is unclear to me whether this failure was the result of negligence or incompetence. Perhaps it was the natural result of running a government using a radical ideology that believes government shouldn't work.

What is clear to me is that this body has an obligation to make sure government works and finds ways to help families get back on their feet after disasters. My home state of California is no stranger to disasters: earthquakes, fires, flooding, and mudslides—we've got it all. During the last several weeks, wildfires ravaged Southern California. Just after the worst of the fires, 1300 childcare centers were closed, affecting over 16,000 children. These are children of first responders, teachers, and others that have to get back to work to make sure that the community can rebuild.

We should know if we are doing enough to help these families. We should know if FEMA is doing a good job of assisting those childcare centers to reopen. We should know if we are doing a good job of helping missing children to locate their parents. Local communities and governments should have access to the information and resources they need to ensure that children's needs are taken care of.

This bill will help to fill an enormous gap in our disaster preparedness system. There is currently no agency charged with safeguarding children in the aftermath of a disaster or coordinating the efforts of various levels of government. This bill will begin to close this gap by establishing a National Resource Center for Federal, State, local, and tribal governments as well as NGOs to use to address the needs of children before, during, and after disasters. It will also establish a commission to examine our past failures and make specific recommendations on how to correct those.

Our children are looking to us to take action. I urge all of my colleagues to support this bill.

Ms. NORTON. With no further speakers, Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from the District of Columbia (Ms. NORTON) that the House suspend the rules and pass the bill, H.R. 3495, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Ms. NORTON. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

EXTENSION OF ESSENTIAL AIR SERVICE SUBSIDIES

Mr. COSTELLO. Mr. Speaker, I move to suspend the rules and pass the Senate bill (S. 2265) to extend the existing provisions regarding the eligibility for essential air service subsidies through fiscal year 2008, as amended.

The Clerk read the title of the Senate bill.

The text of the Senate bill is as follows:

S. 2265

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. ESSENTIAL AIR SERVICE.

(a) IN GENERAL.—Subsection (d) of section 409 of the Vision 100—Century of Aviation Reauthorization Act (49 U.S.C. 41731 note) is amended by striking "September 30, 2007" and inserting "September 30, 2008".

(b) EFFECTIVE DATE.—The amendment made by subsection (a) shall take effect on September 29, 2007, and shall apply with respect to any final order issued under subsection (c) of section 409 of such Act that was in effect on such date.

SEC. 2. EXTENSION OF AIRPORT IMPROVEMENT PROGRAM.

(a) AUTHORIZATION OF APPROPRIATIONS.—

(1) IN GENERAL.—Section 48103 of title 49, United States Code, is amended—

(A) by striking "and" at the end of paragraph (3);

(B) by striking the period at the end of paragraph (4) and inserting "and"; and

(C) by inserting after paragraph (4) the following:

"(5) \$918,750,000 for the 3-month period beginning October 1, 2007."

(2) OBLIGATION OF AMOUNTS.—Sums made available pursuant to the amendment made by paragraph (1) may be obligated at any time through September 30, 2008, and shall remain available until expended.

(b) PROJECT GRANT AUTHORITY.—Section 47104(c) of such title is amended by striking "September 30, 2007," and inserting "December 31, 2007,".

SEC. 3. EXTENSION OF AUTHORITY TO LIMIT THIRD PARTY LIABILITY OF AIR CARRIERS ARISING OUT OF ACTS OF TERRORISM.

Section 44303(b) of title 49, United States Code, is amended by striking "December 31, 2006" and inserting "December 31, 2007".

SEC. 4. FEDERAL AVIATION ADMINISTRATION OPERATIONS.

Section 106(k)(1) of title 49, United States Code, is amended—

(1) by striking "and" at the end of subparagraph (C);

(2) by striking the period at the end of subparagraph (D) and inserting "and"; and

(3) by inserting after subparagraph (D) the following:

"(E) such sums as may be necessary for the 3-month period beginning October 1, 2007."

SEC. 5. AIR NAVIGATION FACILITIES AND EQUIPMENT.

Section 48101(a) of title 49, United States Code, is amended—

(1) by striking "and" at the end of paragraph (3);

(2) by striking the period at the end of paragraph (4) and inserting "and"; and

(3) by inserting after paragraph (4) the following:

"(5) such sums as may be necessary for the 3-month period beginning October 1, 2007."

SEC. 6. RESEARCH, ENGINEERING, AND DEVELOPMENT.

Section 48102(a) of title 49, United States Code, is amended—

(1) by striking "and" at the end of paragraph (11)(L);

(2) by striking the period at the end of paragraph (12)(L) and inserting "and"; and

(3) by adding at the end the following:

"(13) such sums as may be necessary for the 3-month period beginning October 1, 2007."

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Illinois (Mr. COSTELLO) and the gentleman from Wisconsin (Mr. PETRI) each will control 20 minutes.

The Chair recognizes the gentleman from Illinois.

GENERAL LEAVE

Mr. COSTELLO. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and to include extraneous material on S. 2265.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Illinois?

There was no objection.

Mr. COSTELLO. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of S. 2265, as amended. As you know, the authorization for Federal Aviation Administration programs expired on September 30, 2007. Although the House overwhelmingly passed H.R. 2881, the FAA Reauthorization Act of 2007, on September 20, 2007, the Senate has yet to pass a long-term FAA authorization bill.

Instead, S. 2265, as passed by the Senate last week, extends a single provision of the expired Federal Aviation Administration Authorization Act. Specifically, S. 2265 extends section 409 of Public Law 108-176, the Vision 100—Century of Aviation Reauthorization Act, regarding the Essential Air Service program.

Rather than extend just this one provision, our amendment to S. 2265 extends each of the FAA's major programs, as well as section 409 of Vision 100. Without this legislation, the Airport Improvement Program will not be authorized after November 16.

Because the Airport Improvement Program is funded by contract authority, rather than discretionary budget authority, its funding is typically provided by an authorization act. S. 2265 provides \$918.75 million in Airport Improvement Program contract authority to fund the program for the 3-month period from October 1, 2007, until December 31, 2007. This amount, when annualized, equals the fiscal year 2007 amount for the program. This provision will ensure that airport funding continues without interruption through the end of this calendar year.

S. 2265 also authorizes the appropriation of such sums as may be necessary for Federal Aviation Administration operations, facilities and equipment, and research and development programs through the end of the year.

In addition to these program reauthorizations, S. 2265 extends the Secretary of Transportation's authority to

limit to \$100 million the third-party liability exposure of airlines and aircraft manufacturers for any cause resulting from a terrorist event. This authority expired on September 30, 2007. S. 2265 extends this authority until the end of the year.

Finally, S. 2265 extends section 409 of Vision 100 for an additional year, through September 30, 2008. Section 409 directs the Secretary of Transportation to use the most commonly used route, rather than the shortest route, when measuring the distance of certain communities from the nearest hub airport to determine eligibility for the Essential Air Service program.

S. 2265 does not provide any additional funding for the EAS program. Rather, it simply allows communities to continue participating in the program for fiscal year 2008, within existing funding levels, on the same terms as were in effect during the previous authorization period.

In summary, Mr. Speaker, this bill simply continues aviation programs under the same terms and conditions as were in effect on September 30, 2007. It ensures that these important programs continue to operate without interruption.

Mr. Speaker, on behalf of Chairman OBERSTAR, I want to thank our committee colleagues, Ranking Member Mr. MICA and Subcommittee Ranking Member PETRI, for working together on this critical legislation.

I look forward to the Senate passing a long-term FAA reauthorization bill and sending a bill to the President in the near future.

With that, Mr. Speaker, I urge my colleagues to join me in supporting S. 2265, as amended.

Mr. Speaker, I reserve the balance of my time.

Mr. PETRI. Mr. Speaker, in September the House considered and passed the FAA Reauthorization Act of 2007, and that legislation reauthorizes the FAA for the next 4 years. The following week, the House also passed a 3-month extension of the FAA programs. Unfortunately, the other body has taken no action on that extension bill, H.R. 3540; and, therefore, the authority for the FAA's essential programs and taxes were extended through November 16 as part of a continuing resolution. Regrettably, those FAA programs and authorities are not extended in the continuing resolution expired on September 30.

As it is unlikely that Congress will be able to send an FAA reauthorization bill to the President for consideration before this November 16, we have before us today S. 2265, as amended. The bill would extend eligibility for Essential Air Service subsidies, and in addition, as amended, would extend the funding and expenditure authority of the FAA through December 31, 2007.

The bill provides AIP contract authority at the budget year 2007 level through the end of this year; authorizes such sums as are necessary for the

FAA facilities and equipment, research and development, and operations through December 31; and extends the authority to limit the third-party liability of air carriers arising out of acts of terrorism through December 31.

I regret that S. 2265 does not include a provision that would change the mandatory retirement age for pilots to age 65. However, this bill will ensure that our national aviation system continues to operate until a full reauthorization can be enacted.

There's much work yet to be done on the FAA reauthorization bill. We must work in a bipartisan and bicameral fashion to craft legislation that the President can sign.

I support this extension in order to allow us time to accomplish this important goal.

Mr. Speaker, with that, I yield back the balance of my time.

□ 1430

Mr. COSTELLO. Mr. Speaker, I yield 3 minutes to the gentlewoman from South Dakota (Ms. HERSETH SANDLIN).

Ms. HERSETH SANDLIN. Mr. Speaker, I rise today in support of S. 2265. I would like to thank Chairman OBERSTAR, the ranking member and committee staff for moving this resolution quickly to the floor, and the gentleman from Illinois (Mr. COSTELLO) for his leadership and for yielding me time.

I urge my colleagues to support this bipartisan bill introduced by my friend and colleague, the junior Senator from South Dakota, which extends funding for many critical programs administered under the Federal Aviation Authority, including the Essential Air Service and the Airport Improvement Program.

First, S. 2265, extends Vision 100-Century of Aviation Reauthorization Act, which allows State Governors to ascertain and certify the "most commonly used route" from an EAS airport to a major airport hub for the purpose of determining EAS eligibility. The Essential Air Service program is important for many small rural airports throughout the country. It helps smaller communities to connect with larger cities and their airports and facilitates economic development.

Additionally, S. 2265 extends several of the FAA's major programs, including the Airport Improvement Program, and provides appropriations for the Federal Aviation Administration Operations, Facilities and Equipment, and Research and Development programs through December 31, 2007. These programs were approved in the House in September of this year with overwhelming bipartisan support in the Federal Aviation Administration Reauthorization Act of 2007.

In closing, transportation infrastructure is a critically important priority, particularly in rural America. I urge my colleagues to support S. 2265 as it provides a necessary short-term extension of several key Federal Aviation Administration programs, while we

continue to work toward a long-term resolution through the Federal Aviation Administration reauthorization bill.

Mr. COSTELLO. Mr. Speaker, I urge the adoption of S. 2265, as amended, and yield back the balance of our time.

The SPEAKER pro tempore (Mr. SERRANO). The question is on the motion offered by the gentleman from Illinois (Mr. COSTELLO) that the House suspend the rules and pass the Senate bill, S. 2265, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the Senate bill, as amended, was passed.

The title was amended so as to read: "An Act to extend the existing provisions regarding the eligibility for essential air service subsidies through fiscal year 2008, and for other purposes."

A motion to reconsider was laid on the table.

QUESTION OF THE PRIVILEGES OF THE HOUSE

Mr. KUCINICH. Mr. Speaker, I call up the question of the privileged resolution noticed earlier today.

The SPEAKER pro tempore. The Clerk will report the resolution.

The Clerk read as follows:

H. RES. 799

Resolved, That Richard B. Cheney, Vice President of the United States, is impeached for high crimes and misdemeanors, and that the following articles of impeachment be exhibited to the United States Senate:

Articles of impeachment exhibited by the House of Representatives of the United States of America in the name of itself and of the people of the United States of America, against Richard B. Cheney, Vice President of the United States of America, in maintenance and support of its impeachment against him for high crimes and misdemeanors.

ARTICLE I

In his conduct while Vice President of the United States, Richard B. Cheney, in violation of his constitutional oath to faithfully execute the office of Vice President of the United States and, to the best of his ability, preserve, protect, and defend the Constitution of the United States, and in violation of his constitutional duty to take care that the laws be faithfully executed, has purposely manipulated the intelligence process to deceive the citizens and Congress of the United States by fabricating a threat of Iraqi weapons of mass destruction to justify the use of the United States Armed Forces against the nation of Iraq in a manner damaging to our national security interests, to wit:

(1) Despite all evidence to the contrary, the Vice President actively and systematically sought to deceive the citizens and Congress of the United States about an alleged threat of Iraqi weapons of mass destruction:

(A) 'We know they have biological and chemical weapons.' March 17, 2002, Press Conference by Vice President Dick Cheney and His Highness Salman bin Hamad Al Khalifa, Crown Prince of Bahrain at Shaikh Hamad Palace.

(B) '... and we know they are pursuing nuclear weapons.' March 19, 2002, Press Briefing by Vice President Dick Cheney and Israeli Prime Minister Ariel Sharon in Jerusalem.